



Part of the Presidential escort before the Breguet Vultur (462 B4) heavy bomber.

der radials of about 1,000 h.p. each. A speed of over 250 m.p.h. is claimed, although the landing speed is said to be less than 60 m.p.h. Approximately a ton of bombs can be carried, and the ceiling is over 27,500 ft. A Hispano canon is mounted as a free gun in the nose, and there are upper and lower machine-gun posts aft of the wings.

The construction seems even better than one has come to expect from a Bloch.

Breguet has his latest development in the bomber line which he calls the Vultur. The wings of this machine are similar to those of the Fulgur transport monoplane, a mock-up of which, incidentally, was at the Salon two years ago.

In the first instance the machine is

planned as a bomber, but is easily adaptable for long-range reconnaissance and fighting missions. Fitted with two Gnome Rhône 14No supercharged engines of 950 h.p. each, it is claimed to be capable of 254 m.p.h., which, considering that its fuselage design has not sacrificed practicability to sheer performance, is very creditable. With two 1,325 h.p. units, for which it was designed, it is estimated to do about 300 m.p.h.

The machine is soundproofed, has complete heating arrangements, automatic pilot and wireless, and is armed with a 20 mm. canon on a special free mounting in the bows and two rear machine guns.

The undercarriage retracts rearward into the engine nacelles, flaps are fitted

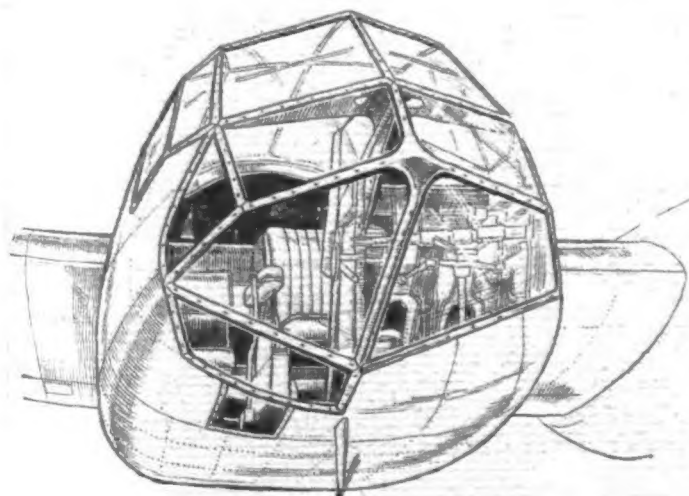
to assist landing and take-off, and the airscrews are of variable-pitch type, being Gnome Rhônes or Hispanos according to the engines fitted.

When it first appeared, the prototype of this machine had a single tail boom, but this has been replaced by a more normal type of rear fuselage which, although of small cross-section in comparison with the forward section, should be much stiffer in torsion than the boom.

In essentials this machine is similar to the Breguet 461 delivered to the Japanese Government this year.

Single-engined General Purpose

There is still a market for the two-three-seater machine capable of operat-



On the left is the nose of the Bristol Blenheim bomber (Britain's sole aircraft representative), while the right-hand sketch shows the retractable tail wheel installation.

